

WEST OF HATWAI SCHEDULING PROCEDURE

Sixth Update on West of Hatwai Scheduling Procedure

Posted June 29, 2001

Revised: July 10, 2001, July 23, 2001, August 3, 2001, August 9, 2001, April 3, 2002, and April 15, 2002

The purpose of this posting is to make two clarifications regarding the West of Hatwai scheduling Procedure. The first item pertains to schedules that move over Avista Transmission's share of West of Hatwai and which are then delivered to BPAT on the west side of the cutplane. These schedules are delivered to BPAT at the Mid-Columbia at Vantage Substation since this is where Avista and BPAT interconnect west of the West of Hatwai cutplane. Due to the need for accurate information for tracking and tagging purposes, customers who deliver to BPAT over Avista's West of Hatwai transmission capacity must specify "MIDCRemote" as the point of interconnection between Avista and BPAT on the tag. Please refer to BPAT's Remote Resource Business Practice posted July 3, 2001. In addition, the actual schedule must use the designation "AV*M" as the source in the scheduling account title, not "AVA".

Furthermore, OASIS reservations must also specify "MIDCRemote" as the point of interconnection between Avista and BPAT if the customer is using Avista's share of the cutplane to get across West of Hatwai. Westbound reservation requests that specify "AVA.BPAT" as the point of receipt use BPAT's share of the West of Hatwai cutplane. "AVA.BPAT" is acceptable as a point of interconnection to deliver to Avista, Columbia Falls Aluminum, Kaiser Bell, Kaiser Trentwood, Pend Oreille, Inland Power & Light, Northern Lights, Lincoln Electric Coop, Kootenai Electric Coop, City of Troy, Montana, and the City of Bonners Ferry. These points of receipt/points of delivery combinations do not cross the West of Hatwai cutplane.

The second clarification regards the availability of short-term firm and hourly firm transmission. BPAT has not made firm transmission available over its share of West of Hatwai nor will any be made available until further notice.

Posted April 15, 2002

Fifth Update on Proposed New West of Hatwai Scheduling Procedure

The purpose of this posting is to make two clarifications regarding the West of Hatwai scheduling Procedure. The first item pertains to schedules that move over Avista Transmission's share of West of Hatwai and which are then delivered to BPAT on the west side of the cutplane. These schedules are delivered to BPAT at the Mid-Columbia at Vantage Substation since this is where Avista and BPAT interconnect west of the West of Hatwai cutplane. Due to the need for accurate information for tracking and tagging purposes, customers who deliver to BPAT over Avista's West of Hatwai transmission capacity must specify "MIDCRemote" as the point of interconnection between Avista and BPAT on the tag. Please refer to BPAT's Remote Resource Business Practice posted July 3, 2001. In addition, the actual schedule must use the designation "AV*M" as the source in the scheduling account title, not "AVA".

The second clarification regards the availability of hourly firm. BPAT has not made hourly firm available over its share of West of Hatwai nor will any be made available until further notice.

Posted April 3, 2002

Fourth Update on Proposed New West of Hatwai Scheduling Procedure

The purpose of this posting is to make one correction to the description of the new scheduling procedure. The earlier versions of the description read, "BPAT would continue to deny non-firm preschedules over WOH when a curtailment situation exists." This should have read, "BPAT will continue to deny non-firm east to west preschedules over WOH until further notice. There are no restrictions on west to east schedules over WOH." The description below has been modified to reflect this correction. BPAT will continue to allow non-firm schedules on real-time if there is ATC available.

Posted August 9, 2001

The software development required for BPAT to implement the proposed new West of Hatwai (WOH) scheduling procedure will be completed on Wednesday, August 8, 2001. The new procedure will take effect on Friday, August 10, 2001 (preschedule on Thursday, August 9, 2001). The procedure will be as described below. BPAT has made one addition to the procedure. If the Operational Transfer Capability (OTC) of WOH is forecast to be below 1800MW on either preschedule or for a future hour(s) during the current operating day, then BPAT will revert back to our standard practice of providing the firm contract holders with pro rata allocations for the preschedule or future hour(s) and limiting firm schedules so that these allocations are not exceeded. BPAT feels that this addition to the procedure is prudent because of the high likelihood that schedules would otherwise have to be curtailed in real-time if the OTC dropped below 1800MW due to the relatively high usage of WOH. Under current nomograms, the OTC of WOH does not drop below 2050MW if all facilities are in service. Hence, an OTC below 1800MW and the resulting change in procedure should only occur for significant outages.

DESCRIPTION OF NEW SCHEDULING PROCEDURE:

The basic principles of the new scheduling procedure for WOH would be that firm customers would be allowed to schedule up to their firm contract demand on preschedule. BPAT will continue to deny non-firm east to west preschedules over WOH until further notice. There are no restrictions on west to east schedules over WOH. **No firm curtailments would be imposed during the preschedule process.** BPAT would readjust net schedules in real-time that exceed BPAT's share of the West of Hatwai Operational Transfer Capability (OTC), as discussed in the paragraph below.

The method to readjust net WOH schedules, if necessary, that are greater than BPAT's share of the WOH OTC in real-time, would be as follows: 1) BPAT would first curtail any non-firm transmission schedules over the WOH path that may have been previously scheduled in real-time; 2) Using the OTC for WOH, BPAT would compute the pro rata allocation of capacity for all BPAT firm contract rights holders based upon total long-term firm rights pursuant to each customer's transmission agreement; 3) BPAT would then determine which customers were scheduling in excess of their calculated pro rata firm allocation; 4) BPAT would then pro rate these firm schedules down (excess schedules) and notify customers of their need to reduce schedules until the overall net WOH schedule was back within BPAT's share of the WOH OTC. Customers whose schedules were less than or equal to their pro rata allocation would not be

curtailed. This procedure would apply for within hour, as well as the next scheduling hour, as required.

If the WOH OTC is forecast at preschedule to be below 1800MW, would revert back to standard scheduling procedures. BPAT would provide firm customers with pro rata allocations prior to preschedule and the firm preschedules could not exceed these pro rata allocations. The same procedure would be followed in the current day if the WOH OTC for a future hour were forecast to be below 1800MW. BPAT would notify firm customers of their pro rata allocations for that future hour and would limit firm schedules to be within the allocations.

Posted August 3, 2001

REVISED Update on West of Hatwai Curtailments

BPAT is completing operating studies of transfer limits for the West of Hatwai path and seeking WSCC approval of the transfer limits. It is anticipated that these new studies will show increased transfer capability over West of Hatwai. In the meantime, the new Rathdrum Generation Project will go on-line and begin exercising its West of Hatwai rights starting July 1, 2001. In addition, NT customers with federal generation in the area are expected to exercise their West of Hatwai rights later in the week of July 1 in order to meet fish mitigation requirements. Furthermore, other changes to some existing contracts may reduce the respective contracts' demand over West of Hatwai. These generation and contract changes will result in changes to the curtailment levels seen by all users of the West of Hatwai path. Firm PTP, IR, and FPT demands will be curtailed on a pro rata basis with the redispatch of NT customer generation over West of Hatwai.

BPAT is also in the process of developing a new scheduling procedure for West of Hatwai to minimize the amount of curtailment to its customers. BPAT hopes to have this new scheduling procedure in place by July 6. BPAT will provide further information during the week of July 1 to customers on the specifics of the new procedure and the timeline for its implementation. Until this new scheduling procedure is in place, BPAT customers who use the West of Hatwai cutplane will be notified of curtailments (both preschedule and real-time) under BPAT's current procedures.

Posted June 29, 2001

WEST OF HATWAI SCHEDULING PROCEDURE

Additional Update on Proposed New West of Hatwai Scheduling Procedure

On June 29, 2001, BPAT posted "Revised Update on West of Hatwai Curtailments" announcing that BPAT anticipated increased transfer capability over the West of Hatwai (WOH) cutplane and was developing scheduling procedures to minimize curtailments to our customers. The June

29th Posting said that BPAT hoped to have the new scheduling procedures in place by July 6, 2001 (Posting is copied below).

This Posting is to inform customers that the required software development for the new scheduling procedures may take an additional 2 weeks for testing and implementation. Therefore, BPAT estimates that the new procedure will go into effect around July 24. BPAT will continue to update its customers on the implementation progress for this new scheduling procedure.

Posted July 10, 2001